PORSCHE PANORAMA

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Not News, but a nice shot of Maglioli on the "giant-killer" at the start of this year's Targa Florio...an unbeatable combination!

Volume I
Numbers 9 & 10
Sept.-Oct. 1956

RALLYE SURVIVAL

A week seldom passes that we don't read in some sports car club's rallye report about good ole Moe hurdling a ditch, Joe creaming a cow, or poor ole Poe clobbering a stone wall. We aren't lacking in sympathy for Moe, Joe, or poor ole Poe...their heirs, assigns, or creditors. Their misadventures are recited here solely for the purpose of emphasizing that rallyes CAN be deadly...if improperly conducted or recklessly driven.

Many sports car racing drivers consider rallyes more dangerous than their own particular form of diversion. Your first reaction to this may be "NUTS!"...but hear them out!

The racing car is usually subjected to a thoroughgoing technical inspection. The driver is permitted behind the wheel only after he has demonstrated his ability to handle his "bomb." He knows the course as well as the back of his hand. Traffic is moving in only one direction (most of the time, that is), and most race courses have escape routes at strategic points.

The rallyist, on the other hand, is frequently a less experienced driver; his car has had only a cursory technical inspection...if that. He is proceeding on unknown secondary roads (often at night) with both on-coming and cross traffic. His attention is frequently diverted from the road in search of signs, by clashes with his navigator, etc...all while under pressure to maintain a given average speed.

Add in the fact that 75% of all automobile fatalities in the U. S. occur on rural roads...and the racing boys have some telling points!

We aren't trying to scare anyone out of rallying. You can kill yourself fighting traffic to and from the office just as easily. We also remind the ladies that the home is still considered the most hazardous of all places! Instead, we offer some suggestions on rallye survival that may help you outlive the stay-at-homes...and have a lot more fun doing it!

Our first suggestions are for rallye masters who like to sleep nights instead of tossing on the pillow wondering how much responsibility was theirs for what happened to good ole Moe, Joe or poor ole Poe. (Next month we will offer a number of suggestions for rallyists...based on the finding of automotive safety experts, experienced rallye drivers and clubs with good safety records.)

1. Sell your club on the idea of establishing a firm policy that seat belts for driver and navigator will be mandatory in all rallyes. Enforce their use by assessing penalty points for failing to have seat belts fastened at the start of a rallye, at check points and at the finish. You don't have to worry too much about their use in between those points. Once seat belts are fastened, the driver and navigator are usually too busy to unhitch them.

2. Conduct a technical inspection at the start of all rallyes. You don't have to pull an engine down, but at least see to it that all cars have good rubber, brakes and lights, windshield wipers and horns in working order.

3. Don't permit any driver who is the worse for wear from a barroom chair to start or continue in a rallye. The reasons are obvious. Adopt a firm, sensible rallye rule... and stick to it. You are running a rallye, not a popularity contest so don't hesitate to disqualify an offender. He's the one that will stick out like a sore thumb, not you... and the majority of rallyists will back up your decision.

4. It is obvious that excessive speeds and reckless driving are the major causes of rallye accidents. Police your rallye course and assess penalty points or disqualify drivers who violate the rallye regulations. An increasing number of clubs are making it a point to suspend offenders from participation in club competition for 6-9 months under such circumstances. That may sound a bit rough, but look at it another way: Should one member be permitted to prejudice human lives and the reputation of your club simply because he has rocks in his head?

5. Keep your average speeds not only within LEGAL limits but also within SAFE driving limits. A 50 mph speed limit on a dirt road isn't going to make an average speed of 47.9 mph safe if only Fangio, Moss, Collins or von Trips could come close to maintaining it. Keep in mind that the rallyist has to drive considerably faster than the speed you set inasmuch as he has to slow for signs, get around hay wagons, dodge bears, etc.

6. Don't beef up the average speeds of your rallye simply because you feel that it is "too easy" after you've laid out the course. It will ALWAYS be tougher for the rallyists than you think. We have in mind a recent rallye where a dozen cars missed a turn even tho their rallye instructions gave them the mileage to that point!

7. If you've planned your rallye for a beautiful day and it rains bull frogs, don't hesitate to reduce all average speeds by a specified percentage. Most rallyists will be relieved when you break the news...instead of their necks.

8. If a part of your rallye runs over heavily travelled roads, set your average

speeds to jibe with the normal flow of traffic. If they are too fast, you are inviting an accident...and aren't helping the reputation of sports cars by encouraging rallyists to zoom in and out of traffic. If your average speeds are too slow, you are holding up traffic and inviting other drivers to take chances in passing.

9. Where a rallye course runs through a town make certain that the average speed set takes into consideration the town's speed limits. Too many rallyes have average speeds under such circumstances that are mathematically impossible to maintain and still comply with legal speed limits.

10. Treat each leg of a rallye as tho it were a separate rallye in assessing penalty points. In other words, don't have cumulative time error passed on from leg to leg. After the first or second checkpoints in these cumulative time penalty events they usually cease to be rallyes and become road races for the majority of cars.

11. Don't locate checkpoints on narrow roads just over the crest of a hill or around a sharp turn, unless there is adequate room for rallye cars to pull completely off the road. These "sudden death" checkpoints may enliven things a bit for checkpoint personnel but after the third or fourth car storms into the C. P. with another car hard on its tail, checkpoint people get fed up with fleeing for their lives.

12. A sure way of guaranteeing hairy checkpoint action is to assess penalty points on the basis of seconds or even to the nearest minute. Timing to the nearest completed minute may cause more ties but it improves C. P. personnel's chances of survival.

13. Simultaneous checking in and out of checkpoints encourages speeding. It usually takes 30-60 seconds to check a rallye car in and out of a C. P. and many cars kill another minute or so "gassing" with checkpoint personnel, etc. That leaves them starting a new leg 2-3 minutes behind...which means hot dogging it for 8-10 minutes to get back on average speed. A "check out" time 2 minutes after arrival at a C. P. will help eliminate this.

14. Don't hesitate to add cautionary warnings to rallye instructions where they may be needed. For example, you may know that on Rt. 1234 there is an unmarked, acute left turn just over Deadman's Hill...but your rallyists won't. You aren't revealing any course secrets by adding a comment like: "Watch for acute turns on Rt. 1234" but you might save someone a trip in a meatwagon.

15. On night rallyes, break up the tension of rallye driving with food and coffee stops. Most rallyists welcome them... and the chance to swap comments with other competitors on the "so-and-so that planned this rallye!"

SPEEDSTER TOP RUB PADS

Many Speedster owners are discovering that the machine gun flapping action of their tops at 50 mph plus is causing the forward hinge of the top framing to rub a hole thru the top. Tube patches placed on the inside of the top make an effective repair for holes but will not withstand the constant hammering of the top against the sharp end of the frame hinge. One member has glued two pieces of shoe leather (1/8" x 1" x 2") as pads between the top and the hinge thus eliminating unwanted holes in his Speedster top.

WIPER BLADES

The windshields, as well as the windows, in Porsches are made of a special glass which is shatter-proof tho it is not of the sandwich construction which is familiar around Detroit. One of the disadvantages of the Porsche windshield material is that it is somewhat softer than ordinary glass. Some of us have discovered that the metal in the windshield wiper blade holders will scratch the windshield. If this scratching becomes bad enough, many state laws require that the windshield be renewed.

One of our members suggests that if the small rivets, which are used to attach the blade holders to the wiper arms, are kept tight the metal parts cannot tip over far enough to touch the windshield. We tried this on a "tired" blade holder by tapping lightly several times with a small hammer, using a larger hammer as an anvil on the other end of the rivet. This did the trick but we suggest that you be careful the rivet is not so tight that it will prevent free movement of the holder as it passes over the curved surface of the windshield. We also noticed that the wipers did a better job after the rivets were tightened.

BETTER REAR END ADHESION

Lt. (jg) Ralph Kelly, Jr., USCG-Calif., reports that he wrote the factory for suggestions on getting better rear end adhesion. The factory advised him to keep tire pressures at 18 lbs. in the front and 22 lbs. in the rear. It was also suggested that he use only 6-ply tires and lower the rear...using the torsion bar adjustment...as well as replace the shocks with reinforced types. The factory suggested using a tire with a good deal of diagonal serrations in the tread to combat wet conditions...altho increased tire wear would result.

MORE NAMES AND MORE PLACES

COLORADO

Byron H. Fowler
3022 S. Galapago
Englewood

CONNECTICUT

Joshiah Lasell
Litchfield

Frederick B. Henderson
70 Guernsey Street
Stamford

FLORIDA

Franklin M. Page, Jr.
Box 3288, University Station
Gainesville

John Cuevas
6835 S. W. 112th St.
Miami

Marjorie A. Lamb
2401 N. W. 93rd St.
Miami

ILLINOIS

Donald M. Swett, Jr.
6151 S. State Street
Chicago

Claude K. Juvinall
812 N. Gilbert Street
Danville

Kenneth Lundgren
3809 5th Avenue
Moline

Raymond W. Olson
1760 Good Avenue
Park Ridge

E. K. Welles, Jr.
3004 Spring Creek Rd.
Rockford

INDIANA

Timothy T. Shugrue
204 Poledor Building
South Bend

IOWA

H. M. Schweighofer
2849 14th Ave, S.E.
Cedar Rapids

MARYLAND

William Harrison II
Lexington and
Colonial Roads
Baltimore 7

Hans-Dieter Diess
2720 73rd Pl. 2
Kent Village
Hyattsville

John W. Lyles, Jr.
1529 Dale Drive
Silver Spring

Bert E. Porter
8108 Greenwood Ave.
Takoma Park

MASSACHUSETTS

Stephen G. Clarke
27 Mackintosh Avenue
Needham

Kezar G. Nichols
30 Hillcrest Parkway
Winchester

MISSOURI

C. B. Schoeberl
3101 E. 4th Street
Joplin

Arthur S. Bunker, Jr.
7814 Wornall Road
Kansas City

NEW HAMPSHIRE

Robert W. Edge
The West Farm
Littleton

NEW JERSEY

J. Howard Bryan
220 Parker Road
Elizabeth

Bryce Gray, Jr.
Apt. 4-B, Parkway Apts.
Haddonfield

John B. Entwistle, Jr.
Shinnecock Trail
Medford Lakes

John O. Tierman
793 Inwood Terrace
Cliffside Park

Elroy A. Hull
P. O. Box 22
Sea Girt

Edward W. Jekkal
1 Edwards Place
Trenton 8

NEW YORK

Lawrence F. Costello
1850 E. 26th St.
Brooklyn 29

John Budway
1733 E. 2nd Street
Brooklyn 23

Paul Gelber
1764 E. 12 St.
Brooklyn 22

A. Allen Dillenberg
Bedford Road
Chappaqua

John W. Sage
3 E. Fifth St.
Corning

William R. Carman
82 Chase St.
Hempstead

Arnold E. Sylvester
117 Maxson Ave.
Freeport

William R. Martin
2 Joel Court
Huntington Station

Vernon L. Whitney, Jr.
Shore Walk
Lindenhurst
Long Island

Herman W. Weber
19 Kent St.
New Hyde Park
Long Island

Edward C. Fisher
801 Orienta Ave.
Mamaroneck

Charles C. Atwell
50 Church St.
New York 7

Chester Wilt
4007 St. Paul Blvd.
Rochester 17

Charles P. Wolff
100 Bastian Road
Rochester 20

NORTH CAROLINA

Carter S. Schaub
Box 218
Apex

OHIO

Paul H. Bowman
637 Bunker Hill Road
Astubula

Wayne L. Agey, M. D.
827 Ewing Road
Youngstown 12

PENNSYLVANIA

Oscar H. Stroh
RD 1
Linglestown

TEXAS

Roy Kiesling, Jr.
1009 Meriden Lane
Austin 3

Lt.(jg) Leslie D. Morrisett, Jr.
ATV-402 NAAS
Kingsville

UTAH

John P. Brophy
2377 Foothill Circle
Salt Lake City

VERMONT

Carleton Howe
Dorset

VIRGINIA

Carroll F. LeFon
3220 Wellington Road
Alexandria

Cdr. Philip Troth, USN
Apt. T-511, Arlington Towers
Arlington

James J. Thorpe, M. D.
7002 Allan Sturges Terrace
Falls Church

WEST VIRGINIA

William F. Austin
208 Loma Road
Charleston

CLUTCH

The information given here should be used in conjunction with the clutch article in Pano issue No. 6. The factory representatives advise us that most of the clutches which have failed all at once, as contrasted to a gradual increase of chattering, have been the result of a broken special bolt or its nut. This bolt is the one that connects the three fingers to the pressure plate. The bolts have a split end which is used to lock the special nut onto the bolt. The locking of this nut should be done very carefully in order that its strength is not weakened. In any event, don't use the old nut if you can install new bolts. If one of these bolts or nuts breaks it permits the pressure plate at that spot to drag on the clutch disc and prevent clutch disengagement.

Mr. Dramm advises us that there are three things which could cause clutch chatter: (1) Improper clutch pedal play, should be about 3/4"; check your manual for exact setting on your model. (2) Improper clutch cable conduit tension. This is adjustable on older models by an adjusting collar and lock nut where the clutch cable enters the centerline tunnel at the rear. Later models do not have this adjusting collar but can be adjusted by the addition of shims. The object of adjusting the conduit is to keep it under compression so that it will form a solid guide for the cable and will not flap around. An open end wrench, sold by VW, will fit the adjusting collars on clutch, hand brakes and front wheel bearing nuts. (3) A worn transmission case front mounting. This is part No. 519. 20.522 in the parts book for the three piece 1500. This mount has two pieces of metal sandwiching some rubber between them. The front piece of metal bolts to the chassis at the front end of the transmission and the other piece of metal bolts to the transmission. The rubber between the two metal plates is placed in shear most of the time and under prolonged clutch chatter will pull the rubber away from one of the metal plates and cause the whole transmission and engine to bounce around when the clutch chatters.

This transmission case front mounting can be tested when the car is on a grease rack. Grab a tire tool and place it between the two metal plates and gently pry; if you can see between the rubber and either plate, you need a new mounting. Replacing it means removing the engine and transmission. The older mounts were made of steel plate and rubber, replacements for them are made of brass and rubber. The 1600's have an entirely new design with two large rubber doughnuts on each side. We are told there is a replacement kit for some 1500's so that the new doughnut type can be fitted; the price--about $45.00. From sandwich to doughnuts...$45. What will you have?

BROKEN CLUTCH CABLES

One of the factory men made the catagorical statement that all clutch cables have broken because the rear adjusting nut has frozen to the clutch operating lever. This is the spot we cautioned you to keep greased in Issue No. 6. Do it.

PORSCHE PAK-IT

Several members have asked where they can get luggage that will fit into der Beetle's limited baggage compartment. One source is Sports Imports, 310 State St., Alton, Illinois. This firm offers the Porsche "Pak-It", made of vulcanized fiber and designed to fit neatly and completely between the spare and gas tank on '53 and later models. Price: $17.50 plus 10% Federal tax.

A PORSCHE GOES WEST
By-Dr. Earl Kirschbaum-Mich.

The slick silver streak nosed out into the misty dawn, leaving Alma, Michigan, heading west, carrying three passengers, a large aluminum case full of duffel on the luggage rack and plenty of parts, plugs, points, fuel pump diaphram, etc.

The Kirschbaums, Earl, Mary and son Bob, were off on their first trip to the West coast in their silver Porsche convertible.

We felt like pioneers on a new venture, like the covered wagons heading west, for we knew not what the next one hundred miles had in store. We were new Porsche owners with a lot of confidence and a small list of Porsche service stations.

As each milestone passed, we gained more and more confidence in our Silver streak. We were serviced in Davenport, Iowa, and replaced a broken odometer cable, our first mishap. The service was excellent, and they went all out to get us on our way.

On we rolled, thru Omaha and to Rocky Mountain National Park, our first taste of mountain driving in a Porsche. It was the most wonderful drive we have ever experienced.

The little bomb pressed up and up, at 8000 ft. it acted like a sick panther gasping for air. I realized what the trouble was, high altitude and less oxygen. The carbs were adjusted a bit lower and it let out a belch and away we went on up to 9000 ft. All the time the oil temperature guage informed me the little panther did not even perspire in the uphill climb.

We started down the torturous twisting road like a huge serpent lying coiled among the mountains basking in the sun. What fun and how that silver cat took the corners!

On and on we rolled, car lights blinked, we returned the salute, what a friendly feeling when that Porsche passed!

Into Salt Lake City across the salt flats and on to Reno for a rest.

The Porsche and Bob were parked for the night. Mary and I took a leisurely stroll thru the bright lights and listened to the clanking of silver dollars.

Harrall's Club graced my palm with a Jack pot ($37.50) to help cover expenses.

We headed south out of Reno and took the turn to the Reno Ski Club. The Porsche just breathed in the invigorating air and purred on up to the top and wallowed in the snow and ice. What a wonderful view.

After this short escapade, we moved on down Route 50 and took the Kingsbury Grade, a short cut over the Sierras to Lake Tahoe. A real treat for my Porsche, it took the grades like a hound dog on the heels of a jack rabbit. At dusk we broke into the canyon of Yosemite National Park. After paying our respects to the wonderful arts of nature, we pushed on to San Jose.

Here we had a complete check on the Silver streak, and once again our service was excellent. Now we were ready for more miles.

San Francisco was our next stop. We pulled up to a Porsche dealer to chat. A Mr. Chan (I believe was the name) greeted us with,"Gee, first time I have seen three people come so far in a Porsche."

North of San Francisco, the silver cat sneaked on thru the Redwoods and up the coast thru Portland, Oregon, and into Spokane. Here we had a complete lube job and headed for Flathead Lake Lodge just below Glacier National Park. Our second and last mishap was a flat tire.

Earl Kirschbaum and a coupla "Irons"

Paul Staephens, Chio, son Jay and "hardtop!

We enjoyed our stay at the lodge very much, then headed for Glacier National Park and some more real mountain driving, thru snow and ice up into nature's wonderland.

The scenery was breath-taking. We came out on to U. S. 2 and were heading home, leaving Montana, North Dakota, Minnesota and Wisconsin behind us. Back into our native Michigan, thru the Upper Peninsula, across the Straits to Mackinaw and into Alma.

We rolled up behind us 6,600 miles of the most wonderful driving we have ever had, and all on $67.00 for petrol. A 36 miles per gallon average.

By this time we all were in love with our Porsche which was part of us, a real friend. We all had a sincere respect and full confidence in our new friend.

All the spare parts are still packed away, and we are looking forward to the day we can start out on another trip.

A hint from the three passenger Porsche: A box was built to fit on the floor of the right side between the jump seat and the front seat, with a kapok cushion on it, making it the same height as the jump seat. A four foot boat cushion was laid over the jump seat, and up the right side for a back support. Bob, age 14, spent quite a bit of time there, but Mary seemed to prefer to sit there as it was very comfortable.

The aluminum case was an "under bed" clothes storage case ($7.85) 40" x 18" x 8", plenty of storage plus duffel in the front compartment.

SQUEAKING BRAKES

Mr. Dramm gave this fix for squeaking brakes. First, have the brake drums turned down so they are true (check your shop manual before doing this job because if you take off too much you may need some new brake shoes). Drill and tap ten equally spaced holes around the inboard fin of the brake drum. In drilling the holes in the inner fin, the drill should be run through far enough to just leave a countersink mark on the outer fin. The drill to use is a size 25 and the tap is a #10. As a guide to spacing the ten holes, place one opposite each wheel lug bolt and one between each of these five. Into each tapped hole screw a 5/8" non-corrosive 10-24 NC allen head set screw. This set screw should have a pointed tip. The screws are gently tightened so that they press on the outer fin. Later on you may want to file down the head so that it is flush. We have one of these jobs under test in the Potomac Region.

LUMBER BUS

During our tangles with cam followers last year we noticed that the steel push-rods had a rattle in them. Dick Ferguson of Lincoln, Neb., has solved the mystery. He has disassembled his push-rods and found a wooden rod inside. (The wood provides a pumping action and helps to cool the oil.) Dick found heavy oil sludge and damaged bits of wood inside. He cleaned out the sludge and replaced the damaged lumber and has had no further trouble.

The trick to this job is in disassembling the press-fit push-rod. Dick took a piece of water pipe slightly larger than the push-rod...and as long as the push-rod...and lightly screwed a pipe coupling on one end. Next, he cut the pipe off so that the piece with the coupling was one-half inch shorter than the distance between the insides of the two end fittings and the push-rod. Note: The pipe measurement is made with the coupling fully screwed on. He then cut two pieces of iron 1½ x 1½ x 3/16 and cut slots in them which would allow them to just slip over the end of the push-rod.

To disassemble the rod he slipped the pipe over the rod, placed the two slotted pieces of iron on each end and began unscrewing the coupling. (One of the push-rod ends will come off.) After cleaning and replacing the timber, Dick pressed the end back on in a drill press.

We caution all who attempt this job to be sure the ends are firmly pressed on, otherwise you will quickly begin to increase your tappet clearance. We also recommend a high detergency oil to prevent the accumulation of sludge.

Dick says that if your steel push-rod does not rattle it is because the wood rod is stuck in one end and you had better operate or get a new push-rod. Remember that this data applies to steel push-rods only. This is the first case of timber trouble we have heard about...so don't let us be alarmists on the subject of push-rods.

PORSCHE SCHOOL

Hoffman runs a Porsche Mechanic's school in New York City. There is no regular schedule for the school, but your dealer can get the dates. The school is for one week and costs nothing other than the student's transportation and living expenses. If members dropped in to local dealers offering poor or indifferent service and hinted broadly that their mechanics might profit from this school it might be productive. The school is for Porsche dealers' mechanics only.

OIL CONSUMPTION OF ENGINES TYPE 1600 and 1600 S

There have been several inquiries from dealers and owners regarding oil consumption on the above engine types.

A differential must be made between oil consumption and loss of oil.

Oil Consumption means consuming a quantity of oil by combustion.

Loss of Oil means the leaking of oil from seals, leaky gaskets under the oil cooler, loss of oil from oil lines to the oil cooler, etc. There have been occasions when an owner complained of excessive oil consumption and upon thorough examination, it was found that the greatest percentage of an assumed oil consumption was oil loss from a leaky condition around the tappet protection tubes and that when this was corrected, oil consumption was normal.

For engines manufactured up until October 15, 1955, the maximum permissible oil consumption is a shade over 1 qt. per 600 miles.

Owing to the increased cylinder capacity and consequently higher performance of the 1600 and 1600 Super engines, a permissible oil consumption of 1½ qts. per 600 miles is considered a maximum.

It is essential that every engine use a certain quantity of oil, and this will vary according to its operational requirements. I should like to point out that today the technicians of the automotive sector and technical literature still state that the oil consumption limit is about 1% to 2% of the fuel consumption.

Variations in oil consumptions vary with the individual's operation requirements and driving habits. An engine which is mostly driven at high speeds needs more oil than an engine which is operated at lower speeds.

In order to find out the true and correct oil consumption of your engine, an accurate and precise procedure should be devised. It is unwise to attempt any such test to an engine within the first 3,000 to 3,600 miles, since oil consumption on such a relatively new engine is still fluctuating. It is a generally known fact that when using HD oils, the breaking in point is extended.

If any car has an oil consumption greatly in excess of the admissible quantity (1½ qts. per 600 miles) during the first 3,000 miles, the factory should be immediately notified. However, only very abnormal oil consumption of more than 2 qts. per 600 miles should be advised.

Test measurements are to be carried out with the utmost care in order to obtain precise results. The following points should be observed:

1. Check engine carefully for leaks.

2. Place car exactly horizontally and let engine cool down to room temperature.

3. Stick oil level dipping oil dip stick slowly into oil. Repeat several times.

4. If necessary, slowly replenish oil to top mark on oil dip stick.

5. In order to carry out exact test measurements, drive car at least 300 miles. Check oil. If at this intermediate test, the oil level is near the top mark on the oil dip stick, drive another 300 miles and repeat measuring. If the oil level has dropped nearer the low mark on the oil dip stick after the first 300 miles, the following should be carried out:

1. Check engine carefully for leaks.

2. Place car exactly horizonatlly and allow engine to cool to room temperature. After every test, the oil should be checked at the same temperature. Every oil check should be made at the same temperature.

3. Stick oil level dipping oil stick slowly into oil. Repeat several times.

4. Replenish oil slowly until the oil level top mark is reached and the replenished quantity of oil then corresponds to the quantity of oil consumed and can be appropriated to 600 miles of driving.

The factory is eager to have every Porsche owner completely satisfied with his car and realize the enjoyment that was designed into it. They will, therefore, examine carefully every complaint to do with excessive oil consumption.

TOP UP THAT STEERING GEAR OIL!!

For reasons we cannot explain a large number of Porsches are being delivered to purchasers in various sections of the country with little or no oil in the steering gear housing. Aside from having a new Porsche that steers like a truck, most new owners are unknowingly heading for trouble unless dealers correct this omission or older Porsche hands pass the word.

New Porsche owners aren't the only ones having this trouble. Practically every 1500 we've seen has a broken oil seal on the steering gear housing and all oil leaks out every 500-1500 miles. Don't neglect checking this!

NURBURGRING 1000 km. RACE

(The accompanying action photos and report are the handiwork of Louis Hilton, our Foreign Correspondent stationed in Germany. Louis is doing a bangup job of keeping us informed on European activities and deserves a lot of thanks from all PCAers.)

Sterling Moss won the 1000 km. race due to superb driving on his and Behra's part. It was a decidedly hard luck race, and Moss came pretty close to having his share of it. In the early part of the day, his car went out while he was in the lead. Car #6 was brought in and given the Moss/Behra team, putting them in third place. Here the Moss/Behra combination started to show and they steadily closed in on Fangio/Castelloti all day.

Various pit stops changed the picture from time to time, but not seriously. On the last lap, Fangio was leading by less than a minute, but had to make a fast stop for a little gas. That did it. Moss went by to come across the line 26 seconds ahead of the Ferrari.

The 1500 cc classes were Porsches. The Maseratis didn't show too much against them. The AWE, formerly the EMW, was absolutely no match for the factory racing sports car, which looked like a normal Spyder but ran considerably faster times.

The Porsche racing sports put in the most surprising performances of the day. #21, with von Trips at the wheel, came in fourth overall. #20, with von Frankenberg/ Hermann driving, placed sixth. This car had trouble all day...mostly with brakes. It still put in some interesting lap times, tho.

The 1500cc Production Sports class consisted of 7 Spyders and 1 MGA, and there was no action worth mentioning. The times of the stock Spyders were pretty disappointing, and the class winner's time was slower than the winning Alfa. As a matter of fact, the Carrera #61, driven by Nathan, also beat the winning Spyder and only came out faster than the class winning Alfa Guillieta because Bonnier/ Frazer eased off towards the end. They were putting in excellent times, but had nothing to gain as they were not up in the Overall listing, altho far ahead of their class. The 1300 Porsches just don't have it in competition with the Alfa.

von Trips in the Porsche Rennsport
that placed Fourth Overall

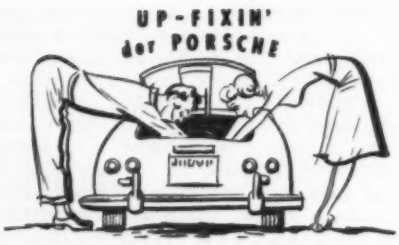
Hans Hermann in the "Little Carousel"

Moss in the "Little Carousel"

Achtung! Achtung! Fangio kommt!

The "Shape" from East Germany
The Barth-Rosenhammer AWE

Louis Hilton's swan song as Foreign Correspondent is this article on the Nurburgring Races. Lou is back in the USA adjusting to life in Maine. Many thanks for your help Lou.



FACTORS INFLUENCING SPARK PLUG OPERATION

The following is Part II of the technical notes made available to us thru the courtesy of the Ethyl Corporation:

FACTORS AFFECTING AVAILABLE VOLTAGE

Broadly speaking, the voltage available at the spark plug electrodes depends on engine speed and the design and condition of the ignition system, including the battery, distributor, coil, and spark plug.

Ignition-Coil Output

The voltage output of the ignition coil is basically determined by the ratio of primary to secondary windings in the coil, the amount of current flowing through the primary winding, and the time duration of the primary current flow. The ratio of primary to secondary windings has probably reached the economic and practical limit in modern ignition coils. Similarly, the primary current to the coil is essentially limited by available materials for the breaker points in the distributor, since excessive current will result in oxidation and pitting of the points. This leaves the third factor-time duration of current flow-as the remaining variable.

The magnetic field built up in the ignition coil, and therefore the voltage output of the coil, is dependent on the length of time the current flows through the primary winding. The time available for coil saturation, in turn, depends upon the engine speed and the dwell angle (the angle of cam rotation during which the breaker points are closed). Because a portion of the potentially available cam angle is consumed by the closing and opening of the breaker points, the dwell angle in a single-breaker distributor is limited to a maximum of about 42 degrees on six-cylinder engines and 33 degrees on eight-cylinder engines. A somewhat greater dwell angle can be achieved by decreasing the breaker-point gap. Such action, however, would increase the possibilities of arcing, especially at low engine speeds.

Nevertheless, the use of V-8 engines tends to lower the available voltage throughout the speed range, due to the smaller dwell angle, while higher peak speeds further reduce available voltage in the upper speed range.

Maximum available voltage can be attained by careful attention to ignition-system design and condition, including installation of the coil close to the distributor and provision for short, well-separated leads from the distributor to the spark plugs. Losses in the ignition system due to oxidized breaker points, poor wiring connections, leaky spark plug leads, a partially-shorted ignition coil, or a faulty condenser will, of course, lower the voltage available at the spark plug.

Spark Plug Deposits

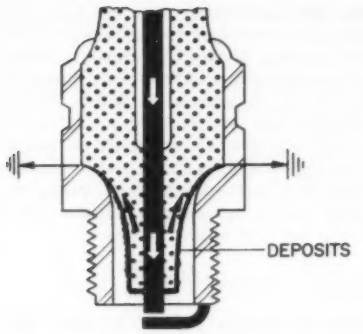
When compounds formed by the burning of fuel, lubricating oil, and their additives are deposited on the spark plug insulator, these deposits provide an alternate path for the high-tension current, as shown in Figure 5. Electrically speaking, the voltage pulse from the ignition coil never rises instantaneously; it takes about 1/20.000 of a second to reach the peak value in a conventional 6-volt system. Therefore, if the resistance of the spark plug deposits is sufficiently low, the loss of electrical energy through the deposits may prevent the voltage from rising to that required to fire the plug. Since the same effect could be achieved by installing a resistance in parallel with the electrode gap, this type of failure is known as a shunt-resistance failure.

The critical value of shunt resistance depends on ignition-system characteristics and on the required voltage at the spark plug gap. Experience indicates, however, that a spark plug used with a conventional high-tension automotive system will probably fail to fire if the shunt resistance falls below one megohm (1,000,000 ohms). Figure 6 shows typical curves of available voltage with various shunt resistances.

SPARK PLUG FOULING

Spark plug fouling due to combustion products which collect on the plug's insulator can be basically classified as two types-carbon fouling and deposit-compound fouling. A carbon-fouled plug will normally miss throughout the engine's speed range. On the other hand, misfiring from deposit compounds will usually be encountered at high engine speeds or during acceleration in the middle-speed range.

Carbon deposits primarily tend to form during extensive low-speed, part-throttle operation of the engine, and are greatly aggravated by rich idle mixtures and excessive oil consumption. Under these conditions, the low temperature of the spark plugs promotes deposit formation of carbon produced when the fuel and lubricating oil are burned. Carbon fouling can be minimized by careful design of the piston and ring assembly and (in overhead valve engines) the valve mechanism, so that lubrication needs are met without excessive amounts of lubricating oil entering the combustion chamber.



CONDUCTIVE PATH FORMED BY COMBUSTION PRODUCTS
FIGURE 5

Although the exact mechanism by which lubricants contribute to carbon fouling has not been established, tests show that commercial lubricating oils vary considerably in their deposit-forming characteristics. In this respect, the recently-introduced multigrade oils, such as SAE 10W-30, have proved superior to previous oils.

Carbon fouling has been reduced in modern engines through improvements in engine and spark plug design. These include improved control of oil passing the piston, improved carburetion and manifolding, careful attention to spark plug location, and the design of spark plugs to achieve better circulation of the gases and scavenging in the space between the insulator and the shell.

In the field, spark plug temperature, and thus carbon fouling, can be partially controlled by selection of plugs with the proper heat range. However, because of the wide range of operating conditions encountered, a compromise must be made, for a plug selected to discourage carbon formation during light-load operation may at high speeds become too hot and cause preignition and excessive electrode erosion. Experienced drivers have long recognized the "clean-up" technique, in which the carbon is burned off by operation of the engine at high speeds for a period of time.

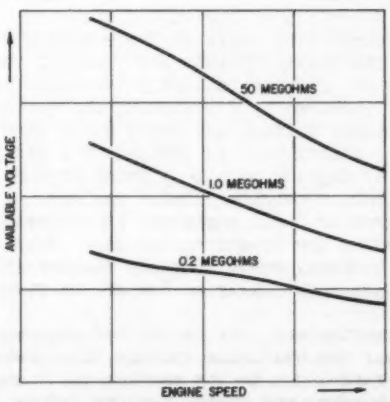
Deposit compounds are formed when the small fraction of combustion products other than carbon remaining in the combustion chamber react with silica and other elements drawn into the engine or present in the fuel and lubricating oil. As in carbon fouling, the major factor influencing the formation of deposit compounds on a spark plug insulator is the operating temperature, a high temperature tending to lower the rate of deposit formation. As previously indicated, spark plug temperature is dependent on many factors, including power output, engine speed, spark advance, and the plug's heat range.

Considerable progress has been made in attacking this fouling problem through spark plug design. One advance has been the general adoption of high-alumina ceramics for spark plug insulators. Possessing excellent resistance to attack by deposit compounds, this ceramic also combines the desirable properties of excellent heat conductivity and high electrical resistance at high temperatures. As a result, high-alumina insulators can be made with longer firing ends and, therefore, longer electrical leakage paths, while still maintaining the same heat range as previous insulators.

Attempts to determine the exact mechanism by which deposit compounds affect spark plug operation have been handicapped by insufficient knowledge of the exact nature of these deposits during various engine-operating conditions. However, extensive research tends to substantiate a recently-developed theory of spark plug fouling, based on the following observations: When spark plug temperature rises, existing compounds on the insulator surface, while still in a solid state, react with each other and with products of combustion to form new compounds of higher melting points. The electrical resistance of a deposit compound is related to that compound's melting point, a high melting compound possessing higher electrical resistance at a given temperature than a compound which has a lower melting point. However, the electrical resistance of a given deposit compound decreases as its temperature is increased.

Low-speed driving, with its lower spark plug temperature, tends to produce a low-melting compound. When the car is accelerated, the spark plug temperature rises, and a higher-melting compound is formed by solid-state reaction. Step-by-step, as the temperature rises, new higher-melting compounds are formed.

Formation of each compound is dependent upon both temperature and time. Thus, sudden acceleration and its attending rapid increase in temperature (the insulator tip temperature in a modern V-8 engine rose from 650° F to



EFFECT OF SHUNT RESISTANCE ON AVAILABLE VOLTAGE
FIGURE 6

1370° F during 20 seconds of rapid acceleration) may cause the resistivity of the existing compound to fall below the critical value and thus cause misfiring before there has been time for formation of the next-higher-melting compound, with its higher electrical resistance. Similarly, steady driving at very high speeds may result in an insulator temperature so high that resistivity of the final compound will fall below a safe level.

Measures to increase spark plug life by reducing the fouling effect of deposit compounds have centered mainly around the use of additives to the fuel. Of the additives investigated, certain phosphorus compounds have proved most successful. These compounds reduce the fouling effect by forming compounds that have higher electrical resistance than those which normally occur on the spark plug insulator.

MECHANICAL FACTORS

In addition to variations in heat range, automotive spark plugs vary in thread size and reach (the length of the shell below the seating area). Most postwar engines employ spark plugs with 14 mm threads.

Although the need for proper thread size is obvious, the importance of the correct plug reach is not as readily apparent. Use of a short-reach plug in a long-reach hole may change the electrode-gap location enough so that the gap will be in a pocket containing a fuel-air mixture which will not ignite when the spark occurs. Moreover, corrosion of the exposed threads in the cylinder head may make it difficult to install a correct plug later. On the other hand, a long-reach plug in a short-reach hole may actually interfere with the valves or piston in some engines, and the exposed threads of the spark plug may be a source of preignition when the engine is operating at high output. It is therefore essential to use the plug reach specified by the manufacturer.

Even when the right plug is used, improper installation may materially affect spark plug operation. Leakage past a loose plug tends to cause the plug to overheat, while excessive tightening torque may crack the insulator or shell. Installation of new gaskets when spark plugs are replaced or reconditioned will aid in maintaining a satisfactory seal.

SUMMARY

As outlined in this Note, factors affecting spark plug operation include the design and condition of the ignition system and spark plug, engine design, and engine-operating conditions. Most of these factors are beyond the control of the owner or serviceman. However, certain precautions will help to assure dependable spark plug operation. These include selection of spark plugs of the correct reach and of the most favorable heat range for the engine operating conditions normally encountered; periodic regapping and reconditioning of the plug electrodes; proper installation of the plug; maintenance of the distributor, including the condenser and the breaker-point surface and gap; checking of the ignition coil for proper performance; and inspection of the high-tension leads for faulty insulation or inadequate spacing.

FROM THE TECHNICAL COMMITTEE

Owing to the extensive advertising of the LABO Company, Stuttgart has received several inquiries from dealers and customers, and makes the following comments: "Advertisements of the LABO Company appear to create the impression that LABO oil is the only oil that should be used in a Porsche. This is not correct, and it is their opinion that this is a misinterpretation of their advertisements.

"Any quality good commercial brand of oil can be used in the engine. Due to extensive tests made in the factory and their satisfactory results, and due to the fact that Stuttgart and the LABO Company are in close cooperation in the racing sector, Porsche has decided to initially fill their engines with this oil.

"It is up to the discretion of the dealers and service stations, however, whether they wish to continue to use LABO oil or not.

"The LABO Company is a French lubricant manufacturing company which was founded in Ile St. Denis in 1932. In 1955 a branch was established in Koln, Germany. The address is as follows: Labo-Industrie, Koln-Kalschueren."

PORSCHE PARTS

Karl Grassow, Parts Manager for Hoffman, informs us that parts may be ordered and shipped anywhere in the U.S. Orders should be by mail or telegram, NOT by telephone. The order is handled in accordance with the speed of delivery described in the communication. Airmail delivery is sent to the airport nearest your address. Unless you know the exact cost of parts, tax and postage, have delivery sent C.O.D. The most urgent orders are handled in half a day at Hoffman's. Remember that this kind of service requires that you give your engine, body and part numbers in the order. If the parts book you use does not correspond exactly to your model, state in your order "like part No._____."

From the Technical Committee:

SOFT FRONT END CAUSING BOTTOMING OF CAR ON ROUGH ROADS

As of Chassis' No. 55 001 - 55 429 Coupe
and 55 431 - 55 450
55 458
55 460 - 55 468
55 472
55 476
55 477
55 478
55 482
61 001 - 61 080 Convertible
82 001 - 82 012 Speedster

In case excessive springing action occurs in the front axle, the following measures will remedy the trouble:

A. Check angular position of torsion bars in axle tube.
B. Correct torsion bar setting.
C. Lower torsion arm rubber bumper. (This operation is only to be carried out if corrective measures A and B above do not cure the trouble.)

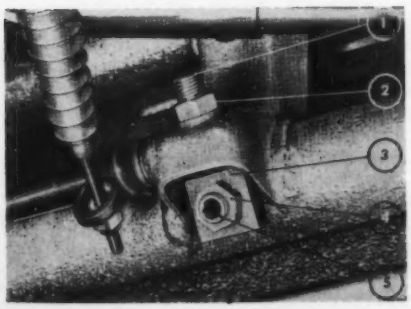
PROCEDURE IN CARRYING OUT ITEM A ABOVE

1. Remove upper and lower torsion arm on one side.
2. Check position of both torsion bars using two rulers and a 40 degree sheet metal angle or protractor (see illustration).

PROCEDURE IN CARRYING OUT ITEM B ABOVE

1. Torsion bars with incorrect angular position are adjusted as follows:

   a. Loosen counter-nut torsion bar fixing screw in the middle of the axle tube (see illustration).
   b. Loosen fixing screw using an 8 mm. hexagon socket.
   c. Unscrew counter-nut on threaded adjusting pin.
   d. Correct torsion bar setting by turning the threaded pin (using an 8 mm. hexagon socket). One turn equals an angular displacement on the torsion bar of $2^{\circ}\ 50'$.
   e. Tighten fixing screw.
   f. Press adjustable plate to axle tube by tightening the counter-nut.
   g. Check angular position of the torsion bar and secure the threaded adjusting pin by tightening the counter-nut.

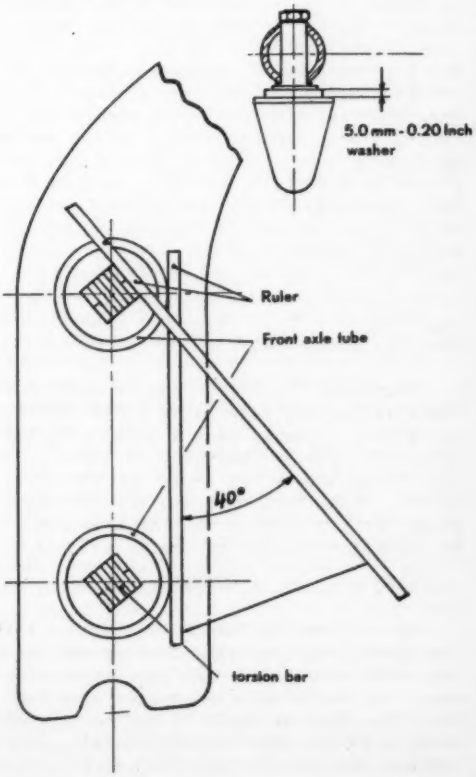


NOTE:

If there isn't sufficient regulating range in the axle tube slot to correct the torsion bar angular position, the corresponding torsion bar must be removed and the slot must be refinished. Please note that the slot is refinished approximately 1 mm. in excess to allow readjustment after the torsion bars have been set.

PROCEDURE IN CARRYING OUT ITEM C ABOVE

1. Remove rubber bumper.
2. Fit rubber bumper with a 5 mm. washer to the fixing arm (see illustration) and check by how much the extending top part of the welded tube must be refinished to guarantee perfect fit of the fixing nut.
3. Refinish welded tube accordingly.
4. Fit rubber bumper and tighten fixing nut.
5. If necessary, replace spring washer by a star washer. If necessary secure nut by a center punch stroke.



Explanation:

1. Threaded adjusting pin
2. Counter nut
3. adjustable plate
4. counter nut
5. fixing screw

JOHN BOLSTER TRIES A PAIR OF PORSCHES

The following article will be of considerable interest to all PCA members. It appeared in the Aug. 31 issue of "Autosport", Britain's Motor Sporting Weekly, and is being reprinted in Panorama through the courtesy of that publication:

On the morning after Le Mans, most people lie late abed. Not so this busy journalist, however, and by nine o'clock the Dauphine was making its usual rapid and silent progress towards Paris. Some three hours later, the car was locked up in a garage at Orly, the Bolster was staggering aboard a Lufthansa aeroplane, in which he instantly fell asleep. At Frankfurt-am-Main, he was awakened by an air-hostess, who made gutteral German noises in his ear. The somnambulist was guided to another, smaller plane, and soon he was sleeping his way to Stuttgart.

The reason for all this haste was exciting enough. I was to have the loan of a Porsche "Carrera", with the four-camshaft engine, for one whole day, and on the morrow, I was to take over a 1,600 "Super." Early in the morning, I was waiting outside the factory for the doors to open and reveal "my" Porsche. Well, wouldn't you?

First of all, I was taken on a conducted tour of the factory, with full permission to photograph anything I liked (in contrast to another well-known Stuttgart car manufacturer!) Let me say, at once, that I was immensely impressed with what I saw. For instance, every mechanic has to undergo an apprentice's course lasting four years. The whole process of building cars is done under surgical conditions of cleanliness, and each man has his tools laid out on a felt pad in a predetermined order; there are no loose spanners on the bench or on the floor.

Every engine has at least four hours on the test bench, during which records are made of every facet of its performance, such as dynamo output at all speeds, for instance. Unlike the practice of other manufacturers, Porsche b.h.p. figures are always taken with the dynamo and cooling fan "on load." The four-camshaft engine for the Carrera and the Spyder has a test bench routine involving 48 hours of running. All steering gears are run in for a lengthy period on a special machine, which operates night and day. Every finished car then has 10 hours testing on the road.

It will thus be seen that in this works, the standards of the best Edwardian marques are still observed, though they have long been forgotten elsewhere. You would think that, with all this trouble, the Porsche would be a good car, and how right you would be!

Although I was to test the Carrera and the 1,600 Super on separate days, it will be easiest, I feel, to describe them in a single narrative. The point is that the chassis and bodies of both cars are identical, and only the power units differ. Thus, a double description would be tedious.

Porsche bodies are of pressed steel construction, and are made outside by a large mass-production firm. They are incorporated with a rigid box-section frame, and the whole presents an exceedingly solid structure. Having regard to its very small size, the little coupe is in fact quite a heavy car. The front wheels are on trailing arms, and at the rear there are swing axles. Torsion bars, laminated in front, are the suspension medium, and the dampers are telescopic. Since last year, the rear dampers have been re-positioned, and now have a vertical instead of an inclined location.

The short engine is behind the swing axles at the extreme rear of the car, and the four-speed, all-synchromesh gearbox is ahead of them. Both engines are flat-fours, with air-cooling by forced draught. They are equally compact, and the Carrera, in spite of its complexity, is about 45 lb. lighter than the Super.

The super is a relatively straight-forward unit. It has pushrod-operated overhead valves, but differs from the standard type in having roller-bearing big ends, and pistons which provide a comprpression that is one ratio higher.

The Carrera has a slightly de-tuned version of the famous engine from the 550 Spyder. It has four shaft-driven overhead camshafts, two plugs per cylinder, and two double-choke, down draught carburetters. Very much oversquare, it has a capacity of 1,498 c.c., and has a continuous output of 100 b.h.p., or 115 b.h.p. if you take off the fan and dynamo. It does its best work in the 6,000 r.p.m. band, and naturally produces little power at low speeds.

The Super is a complete contrast. With a large stroke and a capacity of 1,582 c.c. it has a much flatter power curve. It develops 75 b.h.p. (88 b.h.p. without fan and generator), but in the middle of the range it gives considerably more power than the four-knocker job. There is a real surge of power at 3,500 r.p.m., and one normally drives between 3,500 and 4,500, though I plead guilty to touching 5,500 r.p.m. in top.

As a competition car, the Carrera is obviously the job, but for road work I prefer the Super. The latter is, in fact, the quicker of the two from a standstill to 60 m.p.h., taking about a level 10 seconds compared with 10.4 or so of the "racer." Of course, the Carrera has more "steam" once the revs rise,

and has 10 m.p.h. more maximum speed. Nevertheless, it requires almost constant use of the gear lever, while the bigger engine is surprisingly flexible.

The Carrera is a perfectly practicable touring car, and is not excessively noisy for a sporting vehicle. I took a delightful journey in it, which embraced every sort of road condition. Leaving Stuttgart, I joined the Autobahn, which I followed almost as far as Karlsruhe. The traffic was heavy in places, but that 90 m.p.h. third gear gave me the mastery of anything on wheels. When, on occasion, the rev-counter swung around the 7,000 mark in top gear, the little low coupe gave a tremendous impression of sheer speed, the next obstruction suddenly seeming to fly towards one, though the powerful brakes were always able to cope.

Turning off the Autobahn, I mady my way to Baden Baden for lunch. The best motoring journalists seem to eat their way round Europe, but I must confess that menus written in German are largely incomprehensible to me. I therefore chose the dish with the longest and most unpronounceable name, and it was delicious. However, I can never get over the sorrowful, couldn't-care-less attitude of the typical German waiter, especially after the friendliness and encouragement of his opposite number in France.

After the lunch, I took the Carrera into the Black Forest, where the road winds steeply, up and down hill, with every sort of surface and corner. Owing to a "helpful" German, who didn't know his links from his rechts, I got thoroughly lost but visited some wonderful old villages. It was a memorable day's motoring, in a car which, in spite of its competition background, was perfectly docile and well-bahaved throughout.

The next day, I performed another enjoyable tour in the Super, which is a quieter and more flexible car. Perhaps its most remarkable feature is the top gear acceleration above 80 m.p.h., and the way it flashes past the "hundred" mark seems quite unnatural for a 1½-litre machine. First and second speeds have similar ratios to those of the Carrera, but the greater torque of the bigger engine makes this car easier to take off the mark. Third and top are higher, for lower r.p.m. Owing to the crowded state of the Autobahn, I was unable to take the neessary series of readings in both directions to construct the usual graph, but the car feels definitely livelier than last year's model.

It is, however, in suspension and road-holding that the new Porsche shows the greatest improvement. That "tail-heavy" feeling is gone, and the average driver would not be conscious that this is a rear-engined car. The suspension feels harder than before, and a much steadier ride is given at speeds over 100 m.p.h. The car also handles better in fast bends.

The Super was completely without vice, but the Carrera had one disconcerting habit. On the type of concrete road with a central join, the car would take charge for a moment on crossing the black line obliquely. As the Super did not exhibit the gendency, and the chassis were identical, it was obvious that the difference was due to the tyres. The Super had Michelin "X", and these are certainly the tyres to use on a Porsche. The Carrera had tyres of another make, which may be better for racing, but do not compare for ordinary road work. The "X" tyres transmit a little more road noise under certain circumstances.

The driving position of the Porsche is superb. One has a bucket seat that gives support in all the right places, and also that lateral location which is so necessary for fast cornering. Not only is there ample fore and aft adjustment, but the back of the seat may be set in a moment at any preferred angle. All the controls are correctly placed and work beautifully. This is, above all, a driver's car.

Under the front bonnet, the petrol tank and spare wheel occupy most of the space. The rear set is so "occasional", however, that it is no hardship to fold it up and use the back compartment for luggage. The car is beautifully made throughout, and no decoration mars its fine lines.

I admit that, in the past, I have not been a Porsche enthusiast, because I did not like the handling characteristics of the earlier models. The latest version is so greatly improved in this respect that I have pleasure in withdrawing my previous criticism. In England, this is an expensive car, because purchase tax is charged on top of import duty. Nevertheless, there's nothing quite like a Porsche, and for the man who can afford it, it is a most desirable possession.

SUSPENSION

We all know by now that the 1600's have completely re-designed suspension and steering. One of the changes is an increase in the wheel caster to offer better lateral stability. This makes it easier to keep the car on a straight line and provides a greater straightening force after a turn. These advantages are at the expense of the light steering of the 1500's. The front torsion bars on the 1600's are adjustable through a mechanism in the center of the bar tubes. If the front begins to droop, just jack it up.

PANORAMA STAFF

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R. Gamble Mann

Technical editor
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John Snyder of the Potomac Region has agreed to take the responsibility of editing PANORAMA in 1957, until some other region is ready to take it over.

Several of the Regional Executives have had second thoughts about the plan to make PANO a bi-monthly publication. They are urging that we try to keep it on a monthly basis and have promised cooperation to that end. Beginning January, 1957, then, we'll do our best.

PLEASE NOTE the new PANORAMA mailing address:

John P. Snyder
4400 Ridge St.
Chevy Chase, Md.

Needless to say, Johnny will be very glad to hear from you.

Between now and January there will be one more jumbo issue. This issue includes Numbers 9 and 10. The next issue in December will be Numbers 11 and 12. Many thanks for being so patient with our spotty publication schedule in 1956. Practically no gripes at all, you nice people !

PANORAMA is going to miss Hank Mann's breezy style and Ray Pitts' meticulous technical articles. We all owe them a tremendous debt of gratitude for the time and effort they have put in during the last year.

CORRECTION PLEASE

Regional Executives Doug Grewer, New York and Howard Miles, Washington have new addresses as follows:

Douglas Grewer
45-34 47th Street
Woodside 77, New York

Howard F. Miles
5404 South 53rd Street
Tacoma, Washington

Charter PCAer Gene Kent, Michigan, was the first to send in 1957 dues...in October... thanks for the confidence Gene!

SCUTTLEBUTT

We hear the factory has temporarily discontinued production of the Spyder as a preliminary to bringing into production the new prototype that is hotter than hot. We understand that two of these bombs will find their way to the U. S...one on the West Coast, the other in the East...with top Porsche Pushers at the helm. Whatta battle it will be when these two tangle!

Porsche Spyders will be hard to come by in the future...unless you are a top competition driver. The factory reportedly takes a dim view of Spyders being used to cart mink-clad ladies to the Stork Club, for toting golf bags to the country club or its general use as a "prestige" plaything. It takes an even dimmer view of such incongruous happenings as a VW beating a 550 in a road race. (So help us! It did!)

A full-grown Porsche Coupe...at least grown enough to hold 4 adults comfortably... has been seen around the Porsche Werkes. (Greater N. Y. Region gets credit or responsibility for this scuttlebutt!) Sounds wonderful for those who need a bigger car for trips, to hold the kids, etc. Hope the price is somewhere near competitive with the little 2.4 Jag.

We hear a persistent rumor that General Motors will bring out a 1500cc sports car next year. Wonder how many times it would have to back up to get thru a chicane?

The factory is toying with the idea of roll-up windows for the Speedster and some sort of no-draft (without the "no") window for Coupes. Bless 'em!

Did you know that chances are good that the Spyder will be racing as Class F PRODUCTION next year? Somehow or other this class business is getting mixed up as far as Porsches are concerned...with Carrera and Spyders running against 1500 Ladies and Supers and the 1600 Lady and Super having to compete with Aces, Morgans, TR3s and other larger iron.

'55 Porsche, '35 Alfa... both beauties are owned by PCAer Tom Butt, Florida.

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